STAKEHOLDER TYPOLOGY AND DIMENSIONS OF GREEN TRANSPORT CORRIDORS

Mike Wahl¹, Gunnar Prause²

¹Tallinn School of Economics and Business Administration, Tallinn University of Technology
Akadeemia tee 3-365, 12618 Tallinn, Estonia
Phone: + 372 620 3956, e-mail: mike.wahl@ttu.ee

²Tallinn School of Economics and Business Administration, Tallinn University of Technology
Akadeemia tee 3-370, 12618 Tallinn, Estonia
Phone: + 372 620 3971, e-mail: gunnar.prause@ttu.ee

Abstract

Since the appearance of the White Paper on Transport in 2001 the concept of green transport corridors represent an important element in the future of EU Transport Policy. The green transport corridor approach stresses European trans-shipment routes with a concentration of freight traffic. There are different ways to understand the meaning of a transport corridor and to describe and understand such corridors. One important approach is a network-based view which allows seeing the corridor as a conglomeration of different stakeholders acting along a defined geographical area in order to create sustainable logistics solutions. The stakeholders in such a transport corridor can be characterized by typologies so that the local properties of a transport corridor can be derived by its regional stakeholder composition.

The paper will present recent research results about stakeholder typology and its application to a better understanding of the dimensions of green transport corridors. Since green transport corridors can be regarded as tubular service clusters which are built of regional parts with their own stakeholders the typology approach gives the opportunity to understand the values and strategies of stakeholders on meso-level and to find successful and sustainable governance models for green transport corridors.

Keywords: Green Transport Corridors, Cluster Governance, Stakeholder Typology, Strategy.

1. Introduction

Since the appearance of the first Transport White Paper (COM, 2001) of the European Commission the necessity of shifting volumes of the dominant road traffic to other efficient transport modes is being expressed constantly. The goal was linked to the preparation of an environmental friendly transport sector, and at the same time to provide safer and efficient transportation by reducing accidents, congestions and negative impacts through emissions, i.e. noise and pollution. After the revision of the EU Transport White paper (COM, 2006), the concept of green corridors was introduced as an initiative of the European Commission, in the Freight Transport Logistics Action Plan (FTLAP). According to FTLAP, green corridors will reflect an integrated transport concept where short sea shipping, rail, inland waterways and road complement each other to enable the choice of environmentally friendly transport (COM, 2007). In recent years, on European and also on national level an increasing number of initiatives have been taken to speed up the shift towards greener and more efficient logistic solutions in Europe. Green corridor development requires five types of activities: performance monitoring, policy support, trade and transport facilitation, information facilitation and communication (EWTC II, 2012). Important steps on EU level in this development process have been the Green Paper on TEN-T from 2009, as well as the TEN-T Policy Review 2011 and the EC White Paper on “A Sustainable Future of Transport”. Since 2009, several projects on territorial cooperation were launched aiming at improving sustainable transportation in European Union: e.g. The East West Transport Corridor II (EWTC II), Scandria, TransBaltic, North-East-Cargo-Link (NECL), Rail Baltica Growth Corridor (RBGC).

The current situation shows that the main characteristics of a green transport corridor and conditions that make a transport corridor actually green are varying but it is already visible that there are also common topics, which are recognised by green corridor initiatives. Firstly, it is co-modality, which enables the choice of environmentally friendly transport along the transport route, since reduced emissions is one of the obvious objectives of a greener transportation. Secondly, in order to be able to provide efficient and environmentally friendly transport along European transhipment routes with a
concentration of freight traffic between relatively long distanced major hubs along the corridors which are called nodes and which play a very significant role for the corridor performance and development (Hunke and Prause, 2012).

Network-based view allows seeing the green transport corridor as a conglomeration of different stakeholders, acting along a defined geographical area in order to create sustainable logistics solutions. All the involved stakeholders have their own goals and strategies (e.g. ownership strategy) which have to be bundled and subsumed under the green corridors vision and long term missions. In order to better understand the local and global properties of a transport corridor, the stakeholders in such a green transport corridor can be characterized by typologies and the regional stakeholder composition can be analysed and used to describe the local properties and regional strategic objectives of a corridor. Stakeholder theory concerns values and beliefs about the appropriate relationships between the individual, the enterprise, and the state (Tricker, 2009). Stakeholder theory begins with the assumption that values are necessarily and explicitly a part of doing business. Far too little attention has been paid to “soft logistics” issues in green transport corridors including intercultural aspects and stakeholder’ research, and any focus on behaviour rooted in basic human values has been missing. On-going green corridor initiatives like the EWTC II project reveal that intercultural issues, different business models and regulations as well as regional strategic goals have crucial impact on corridor development so that the problem of not understanding the green transport corridors stakeholder’ behaviour, either on individual, firm or society level, is of big importance for future developments. There are considerable similarities and differences between stakeholders that a green transport corridors stakeholder typology would explain.

Until now the available typologies for stakeholders are limited to owners (Wahl, 2011, 2012) so the starting point for the research is the application of the existing ownership typology to green transport corridor stakeholders and to extend the existing typology to all green corridor stakeholders including political institutions, NGO’s and entrepreneurs. So the paper presents recent research results about stakeholder typology and its application to a better understanding of the dimensions of green transport corridors. The main purpose of this research is to develop a research process for constructing of a green transport corridors stakeholder typology, and a better understanding of the dimensions of green transport corridors.

The present paper is organised as follows. Section 2, “Theoretical framework” begins by defining the key constructs that underscore the green transport corridors approach from a holistic perspective. First explaining why typologies are complex theories. Relevant theories and evidence relating to the constructs are reviewed, showing network perspective of green transport corridor stakeholders, and while owners are the most influential stakeholders, the ownership typology, which is planned to use as model were presented. Section 3, “Green transport corridors dimensions form the basis for a stakeholder typology” tells us about the philosophical considerations, research approaches, and research design. The proposed research process, and relevant analysing dimensions needed for construction of the green transport corridors stakeholder typology are explained. Section 4, “Conclusions and recommendations” concludes by describing the main insights and locating potential for the further research.

2. Theoretical framework

2.1. Typologies are complex theories

Typologies are a well-known form of theory building. Doty and Glick (1994) argue that when typologies are properly developed and fully specified, they are complex theories. Typologies meet several of the important criteria of theories, and are shown to contain multiple levels of theory. The construction of typologies is of central importance for qualitative social research; it is necessary to clarify the concept of types and the process of typology construction. If typologies are to be considered theories, they must meet some of the minimal definitions of a theory. Although there are no concise, unanimously accepted definitions of a theory, theory-building experts seem to agree that there are at least three primary criteria that theories must meet. First, a theory's constructs must be identified. Secondly, relationships between these constructs must be specified. And thirdly, these relationships must be falsifiable. To empirically falsify any theory, the verbal model presented by the initial theorist must be translated into a quantitative model. To accurately model typological theories, the quantitative models must capture the similarity of real organizations to one or more of the ideal types because similarity to the ideal types is hypothesized to predict the dependent variable. The similarity of real organizations to ideal types of organizations can be modelled as profile similarity. Techniques for assessing profile similarity assess deviation with the
weighted Euclidean distance formula. The typological theory can then be tested by using the fit index to predict the dependent variable. (Doty and Glick, 1994)

2.2. Network perspective of green transport corridor stakeholders

In order to understand what a transport corridor means by theoretical backgrounds it can be helpful to see the corridor as a conglomeration of different stakeholders which act along a defined geographical area in order to achieve different goals but with the same objective to reduce costs, increase efficiency, minimize environmental impact and create sustainable logistics solutions (Wahl, Hunke, and Prause, 2013). Network perspective may better explain the emergence of collaborative practices and integrative behaviours in logistics in general and supply chain management from organisation’s point of view (Lee, 2005).

Rowley (1997) applied such a social network perspective to the stakeholder theory of the firm. Freeman’s (1984) definition states that stakeholders are any group or individual, who can affect or is affected by the achievement of organisation’s objectives. Clarkson (1995) defines stakeholders as persons or groups that have, or claim ownership, rights, or interests in a corporation and its activities, past, present, or future. He further differentiates between primary and secondary stakeholders. The first group includes stakeholders, like shareholders, employees, customers, suppliers, government and communities, without their participation the organization cannot exist. The secondary stakeholders are those who influence or affect, or are influenced or affected by, the organisation, but they are not engaged in transactions and are not essential for its existence. Examples of secondary stakeholders are the media and competing companies. Spurgin (2001) as in capitalistic markets the importance of the decisions taking by stakeholders is increasing. Decisions do not only have an impact on the organization itself but also to society and a wider group of stakeholders, mainly when it comes to environmental effects and public serving obligations like it can be assumed for the green transport corridors. (Wahl, Hunke, and Prause, 2013)

The type is defined as a combination of stakeholder attributes; one first needs properties and dimensions of green transport corridors which form the basis for the stakeholder typology. With the help of these stakeholder attributes, the similarities and differences between the stakeholders must be adequately grasped. And finally, the constructed groups and types have to be described with the help of these properties. Stakeholders of green transport corridors are all kind of task environment groups that directly affect a green transport corridor and are affected by the green transport corridor. They could be owners (shareholders, entrepreneurs), customers (logistics centres, ports), suppliers (transport service providers, shippers, and railway companies), employees (corridor managers), competitors, trade associations, communities (municipalities), creditors, special interest groups (authorities), and governments (infrastructure providers, institutions).

One crucial aspect of governance of a green transport corridor is still how the decision making process can be solved with such a big group of different stakeholders. Decision making should focus on the long-run future of the green transport corridor. Strategic decision making process should include following steps: Evaluate current performance results, review corporate governance, scan and assess the external environment, scan and assess the internal corporate environment, analyse strategic factors, generate and evaluate and select the best alternative strategy, implement selected strategies, and evaluate implemented strategies. Strategic audit provides a checklist of questions, by area or issue that enables a systematic analysis to be made of various corporate functions and activities. (Wheelen and Hunger, 2012) Hansmann (1996) already stated that the more groups of stakeholders there are, the more complicated it will be to reach a decision, especially as the stakeholders often have different goals.

When it comes to governance structure of an organization like a green transport corridor also the question of property rights arises. Property rights theory has mainly been developed by Coase (1960), Grossman and Hart (1986) and Hart (1995). The party that possesses the rights to an asset can decide the use of it and is entitled to receive the income from it. Unfortunately this is not obvious to distinguish in the case of transport corridor as the rights of the available assets, i.e. roads, terminals, railways, land, infrastructure, etc. belongs to different stakeholders. Mainly these assets belong to public institutions which by their nature have no interest in earning income form their assets but serving the society and ensuring economic freedom. Next to the question of the property rights there are also other opinions when it comes to assets of the organization. Kay (1996), Blair (1996), Blair and Stout (1999) and Donaldson and Preston (1995) argue that the assets of the firm do not only consist of physical assets but also the skills of its employees, the expectations of customers and suppliers, and its reputation in the community.
This is not only applicable to the transport corridor concept in general but to very participating company on lower level as well. (Wahl, Hunke, and Prause, 2013)

Since the purpose of this paper is to develop a research process for constructing of a green transport corridors stakeholder typology, and a better understanding of the dimensions of green transport corridors, we are shortly presenting the ownership typology, which is planned to use as model. This is justified while owners are the most influential stakeholders.

2.3. Ownership typology

Ownership is the key building block in the development of the capitalist socio-economic system. It is not just a legal-economic construct; it has also personal, social, political, and economic value dimensions. The problem of not understanding the owners’ role or behaviour, either on individual, firm or societal levels is solved in form of the ownership typology. Based on the Wahl’s (2011, 2012) ownership research on capital company ultimate owners’ basic human values and will, the author constructed an ownership typology (Figure 1). This typology contains four ideal types of owners (explanatory hypotheses): 1. Humanist-Traditional ownership type (HUSTA); 2. Modern ownership type (MODERN); 3. Pragmatist-Materialist ownership type (PRAMA), and 4. Idealist ownership type IDEA.

![Figure 1. Ideal types of owners in a three-dimensional A-space (Source: Author’s calculations based on empirical data; PAST ver. 2.00)](image)

The ideal types are placed in a three-dimensional A-space. Axis x: idealism – pragmatism; y: humanism – materialism; z: modernism – traditionalism. The first dimension spans the field from idealism, where “one dramatizes one’s values” to pragmatism and instrumentality, where “one compromises one's values”. The second dimension separates a concern with human beings from a concern with material things, thus bridging the poles of humanism and materialism. The third dimension of the A-space runs from becoming to being. It corresponds to a scale from modernism, where one welcomes change: “becoming”; to traditionalism, where one upholds stability: “being”.

1.1.1. Humanist-Traditional ownership type (HUSTA)

The Ownership Typology ideal type HUSTA carries the motivationally distinct basic value (value type) benevolence; the main characteristics for benevolence are preservation and enhancement of the welfare of people with whom one is in frequent personal contact. Owners’ basic human values – single value items: helpful, honest, forgiving, loyal, responsible, true friendship, a spiritual life, mature love, meaning in life. Here the Schwartz’s (1992) theory of basic human values was used as the theoretical basis.

What the owners of the company want to have from the company in the long run is seen as objectives and results of achieving the objectives (personal, social, political, and economic values). The ways the values are created and how the owners’ will is achieved is seen as instrumental tools for the achievement of the objectives (time, risk, and process).

The owner wants to have power by giving bonuses; it refers to positive reinforcement and the ability to award something of value. The owner’s contribution to the realisation of the business idea is strategic and financial. For him return is more important than power; specifically – economic goal,
current benefit, dividends. The owner agrees to found a company with a participatory rate of 100% (majority), and take high risk for the achievement of objectives.

1.1.2. Modern ownership type (MODERN)

The Ownership Typology ideal type MODERN carries the motivationally distinct basic values (value type), such as: hedonism, stimulation, and self-direction. The main characteristics for hedonism are pleasure and sensuous gratification for oneself – single value items: pleasure, enjoying life, self-indulgent. The main characteristics for stimulation are excitement, novelty, and challenge in life – single value items: daring, a varied life, an exciting life. The main characteristics for self-direction are independent thought and action-choosing, creating, exploring – single value items: creativity, curiosity, freedom, choosing own goals, independent, private life.

The company owner wants to have return and power through owner’s legitimacy and punishments; punishment is predicated on the fear of losing status, position, bonuses or job. Equally important to owners’ economic goals are current benefit, dividends and increasing capital, increasing stock price. The company’s market value is very high. The risk spreading owner agrees to take medium high risk for the fast achievement of objectives (short range owners’ investment horizon). Owners are working in the company or used to work in the company they own (insiders). Consensus is important.

1.1.3. Pragmatist-Materialist ownership type (PRAMA)

The ideal type PRAMA of the Ownership Typology carries the motivationally distinct basic values (value type), such as: conformity, security, power, and achievement. The main characteristics for conformity are restraint of actions, inclinations, and impulses likely to upset or harm others and violate social expectations or norms – single value items: politeness, honouring parents and elders, obedient, self-discipline. The main characteristics for security are safety, harmony and stability of society, of relationships, and of oneself – single value items: clean, national security, social order, family security, reciprocation of favours, healthy, sense of belonging. The main characteristics of power are social status and prestige, control or dominance over people and resources – single value items: social power, authority, wealth, preserving my public image, social recognition. The main characteristics for achievement are personal success through demonstrating competence according to social standards – single value items: successful, capable, ambitious, influential, intelligent, self-respect.

The company owner wants to have power through personal authority, in a company that rewards stakeholders and has a role in society. For the achievement of objectives the owner agrees to take low risk. Owner’s participatory rate is 10 to 50% (minority). They are relatively professional ultimate owners, make compromises, and have an active role in governance and management. An active owner is interested in his property, and might have some emotional connection to it.

1.1.4. Idealist ownership type IDEA

The ideal type IDEA of the Ownership Typology carries the motivationally distinct basic values (value type) – universalism and tradition. The main characteristics for universalism are understanding, appreciation, tolerance and protection for the welfare of all people and for nature – single value items: protecting the environment, a world of beauty, unity with nature, broad-minded, social justice, wisdom, equality, a world at peace, inner harmony. The main characteristics for tradition are respect, commitment and acceptance of the customs and ideas that traditional culture or religion provides for the self – single value items: devout, accepting portion in life, humble, moderate, respect for tradition.

The company owner wants to have power through identification, which refers to the ability to influence others through charisma, personality, and charm. For him the owners are the key stakeholders. Capital is raised ethically, through quality and contributing in strategy. For the achievement of objectives owner agrees to take low risk. Owner’s participatory rate, in a high turnover company, is more than 50% (majority). The investment horizon is long range, which means an investment for more than one year. He enters into a coalition agreement, and is ready to work as a management board member (insider) in the company owned by him.

The ownership typology (Wahl, 2011) improves understanding about the owners’ role and behaviour at the individual, firm, and societal level. The typology and constructed ideal types (HUSTA, MODERN, PRAMA, and IDEA) shed light to the phenomenon of ownership, and help to explain behaviour of the most important actor in corporate governance. Perhaps most important, the ownership typology explains how basic human values and will are linked. Since owners’ are the most influential
stakeholders the problem of not understanding the green transport corridors stakeholder’ behaviour, either on individual, firm or society level, is solvable in developing a similar research process for constructing of a green transport corridors stakeholder typology.

3. Green transport corridors dimensions form the basis for a stakeholder typology

3.1. Proposed research process, relevant analysing dimensions and case database

Prause and Hunke (2014) proposed the concept of tubular service cluster for describing the networked-based view on green corridors. For the example for the EWTC green corridor, linking in its kernel Sweden, Lithuania, Belarus and Ukraine, the tubular cluster has the following shape (Figure 2).

Figure 2 highlight that the stakeholders of a corridor act in a coherent sense and are located in a certain geographical area so that intercultural issues due to different business cultures, different business models and different legal systems have to be analysed and harmonized. Furthermore the governance of green corridors has to recognise and bundle the heterogeneous sets of regional stakeholders together with their own interests, agendas and strategic goal and to subsume and unify them under the green corridor vision and development strategy. Since the national parts of the tubular system are built of regional parts including important hubs or strategic part of the transport network regional subdivision can done. As an example in the Lithuanian case important parts of the green corridor consist of Klaipeda region, Kaunas region and Vilnius region representing the meso-level of the corridor.

So a full stakeholder typology is needed to solve this task. Until now only an ownership typology exists which can be applied to green corridors. Since a green corridor consists also of stakeholders who are not represent a classical ownership relationship like political institutions, NGO's and entrepreneurs the research have to be extended. Consequently the research process needs clear objectives derived from the research problem; to specify sources of data collection; to consider constraints and ethical issues; and valid reasons for the choice of research design. Data collection proves to be problematical, relevant obligations imposed by the corridor management might be a solution. Research process turns the research problem and objectives into a project that considers strategies, choices and time horizons. Different rules and steps of Kelle and Kluge’s (2010) “model of empirically grounded type construction” are integrated into the research process developed by author (Figure 3).

Every typology is a result of a grouping process, which results from the combination of the selected attributes and their dimensions. Both the empirical regularities and correlations and the existing meaningful relationships must be analysed in order to achieve a suitable interpretation of typical social action and to develop understandable types of social action. It is only when empirical analyses are combined with theoretical knowledge that “empirically grounded types” can be constructed. Types are always constructions which are dependent on the attributes that should form the basis for the typology.

The chosen research strategy should be case study, using mixed methods, and it can be categorised as an explanatory, cross-sectional research project. Subcategories of purposive sampling methods, heterogeneity sampling together with snowball sampling will be used in the research. Heterogeneity sampling is used because the primary interest is getting a broad spectrum of cases. The interview manual is based on the research problem and the theoretical framework. Non-standardised, semi-structured forms of face-to-face interviews and standardised interviewer administered questionnaires will be used.

Categories will be added to the case database during the thematic coding of interview transcriptions, subcategories were dimensionalised. The type is defined as a combination of attributes; one first needs properties and dimensions which form the basis for the typology. With the help of these attributes, the similarities and differences between the researches elements (persons, groups, behaviour, norms, cities, organisations etc.) must be adequately grasped, e.g. the similarities and differences between the stakeholders. And finally, the constructed groups and types have to be described with the help of these
properties. These properties and their dimensions are elaborated and dimensionalised during the process of analysis by means of collected data and theoretical knowledge.

![Diagram](image.png)

Figure 3. Research Process (Author’s illustration)

All material and data has to be stored into a case database. All chosen cases will be thoroughly described, starting with personal data, followed by value issues; then categories and subcategories of stakeholders’ will e.g. legal status, economic goal, role in governance and management, contribution to the realisation of a business idea, investment horizon, participatory rate, attitude toward risk, country of residence, and involvement will be described. Thematic case analysis and case contrasts will be done before grouping of the cases, and analysis of empirical regularities.

3.2. Grouping of the cases, analysis of empirical regularities and construction of the green transport corridors stakeholder typology

The cases are grouped by means of the defined properties and their dimensions. Based on the research problem, general and significant attributes are related to value and will. Attributes of stakeholders’ values are the value types. Attributes for what the stakeholders of the green transport corridor want to have from the company in the long run, are seen as objectives and results in the achieving of objectives (personal, social, political, and economic values). Valuation of the way how values are created and how the stakeholders’ will is achieved, are seen as instrumental tools for the achievement of objectives (time, risk, and process). Chosen cases should be analysed by general and significant attributes, starting with contextual, followed by value, then objectives and results, and finally instrumental tools.

Clustering is a common descriptive task where one seeks to identify a finite set of categories or clusters to describe the data. Objects in each cluster tend to be similar to each other and dissimilar to objects in the other clusters. Hierarchical clustering is characterised by the development of a hierarchy or tree-like structure. The second type of clustering procedures, the non-hierarchical clustering method, is frequently referred to as k-means clustering. For Ward's method, a Euclidean distance measure is inherent in the algorithm; clusters are joined so that increase in in-group variance is minimised (Hammer, Harper, and Ryan, 2001). The two-way clustering option allows simultaneous clustering in R mode and Q mode (Figure 4). Cluster centroids of all instances, in the current case stakeholders, for all attributes should be calculated.
Multidimensional scaling is a set of related statistical techniques used in information visualization for exploring similarities or dissimilarities in data. It visualises a general view of all possible combinations and the concrete empirical distribution of the cases. As result of hierarchical, non-hierarchical cluster analysis and non-metric multidimensional scaling (nMDS), the authors will be able to group stakeholders into internally homogeneous and externally heterogeneous groups. Groups and their memberships are found using the non-hierarchical clustering method k-means.

![Image of two-way dendrogram, Ward's method, Euclidean similarity measure](image)

The identified groups are analysed with regard to empirical regularities. Cases which are assigned to a combination of attributes are compared to each other, in order to check the internal homogeneity of the constructed groups. Furthermore, the groups are compared to one another in order to check whether there is a sufficiently high external heterogeneity on the “level of the typology” and to check whether the resulting typology contains sufficient heterogeneity and variation in the data.

The examined social phenomena should be not only described but also “understood” and “explained”, therefore the meaningful relationships which form the basis of the empirically founded groups and combinations of attributes are analysed. Finally the constructed types are described extensively by means of their combinations of attributes as well as by the meaningful relationships. In addition, the criteria for the characterisation of the types are specified. The author chose the ideal types.

An ideal type is formed from characteristics and elements of the given phenomena, but it is not meant to correspond to all of the characteristics of any one particular case. It is not meant to refer to perfect things, moral ideals or to statistical averages but rather to stress certain elements common to most cases of the given phenomena. It is also important to pay attention to that in using the word “ideal” Max Weber (1864–1920) refers to the world of ideas (Gedankenbilder) and not to perfection; these “ideal types” are idea-constructs that help put the chaos of social reality in order. Finally the authors will be able to construct a stakeholder typology containing ideal types. The stakeholder types should be placed in a three-dimensional A-space.

4. Conclusions and recommendations

Green transport corridors enjoy a high attention on the European transport agenda but until now the implementation of such concepts is based on the experience of international initiatives and European projects. The Baltic Sea Region (BSR) is an important arena for sustainable transport projects since in several logistics projects on European and regional level aspects of green transportation have been studied in order to design more efficient and safe processes for multi-modal transport. An important green transport projects in BSR was the East-West Transport Corridor project (EWTC II) implementing an inter-modal green transport corridor between the South Baltic Sea and the Black Sea Region and which delivered for the first time a Green Corridor Manual.

Beside other important aspects the BSR green corridor initiatives revealed that too little attention has been paid to “soft logistics” issues including intercultural aspects and stakeholder’ research, and any focus on behaviour rooted in basic human values has been missing. Therefore the problem of not understanding the green transport corridors stakeholder’ behaviour, either on individual, firm or society
level, arises is of big importance for future developments. Here a green transport corridors stakeholder typology could contribute to a better understanding of corridor behaviour.

Until now the available typologies for stakeholders are limited to owners so that the research is the paper extended the existing ownership typologies to all green transport corridor stakeholders including political institutions, NGO’s and entrepreneurs. In this sense the paper presents recent research results about stakeholder typology and its application to a better understanding of the strategic and “soft” dimension of green transport corridors.

With the developed new results the governance of green corridors can be better recognise and bundle the heterogeneous sets of regional stakeholder types together with their own interests, agendas and strategic goals and try them to integrate and subsume under the green corridor vision and development strategy. By following the network-based view on green corridors thus approach also to build consistent and coherent corridor strategy from the meso-level of the corridor.

References